

WHY CHICAGO SMILES.

Chicago has never called herself the Paris of America or been even remotely suspected of claiming to be a seaport. She has so far contented herself with having the liveliest board of trade and most extraordinary changes in prices of produce in the world, and incidentally with the biggest fire, the quickest recovery, the most rapid general growth and the most phenomenal local politics in all history.

But there is no telling what may happen in Chicago. The city now has a valid claim to some direct commerce with Europe, and has made a splendid start toward becoming an art center. The local explanation of the long delay in art culture is not particularly flattering, but it reads like the cold truth. Chicago people, say the apologists, have heretofore not lived here—that is, not exactly—they have just sort of camped down, many of them with a vague idea of going somewhere else as soon as they got rich. There has not been time for a sentimental local patriotism to grow up.

There is plenty of material for it too. The site is flat enough, but the history is picturesque. The growth of the city is a thrilling romance in itself. The first printed notice of the place appeared in 1683 in a map made in Montreal. Fort Dearborn was built in 1804. Aug. 15, 1812, occurred the massacre of the garrison. In 1839 the town was laid off, in 1837 it became a city. The rest you can find in the encyclopedia. Local boomers already speak of it as a city with a million and a quarter of people. The exact figures are of little consequence. If it has not so many now it soon will have, and any anticipation can outrun fact but little—in Chicago.



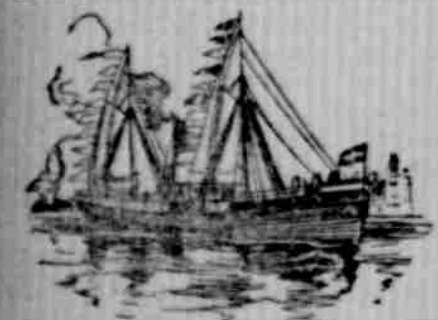
CHICAGO ART INSTITUTE.

As long as every Chicago man was recently from somewhere else art culture languished, but in 1879 the line was drawn. All who were there before the great fire of 1871 were counted old settlers, and an academy of design, which had started in 1865, was reorganized and, on application of Marshall Field, Murray Nelson and others, was incorporated as the Chicago Academy of Fine Arts. In 1882 it became the Art Institute of Chicago. Its four story and brownstone front building, erected in 1886, was long considered the most perfect piece of architecture in the city; but it was sold recently to the Chicago club for \$435,000, and the permanent home of the institute will be in the \$500,000 building now going up on the lake front.

Art culture and the Chicago river are held by some to be incompatible, but did not Venice rise from the salt marsh and sandpit to unmeasured opulence? Art followed wealth there, and so it is about to do—yes, so it is doing—in Chicago. The institute now has about 400 pupils in the day school and 160 in the night school, besides a Saturday class of nearly 200. The first regular art gallery in Chicago was established in 1864 by J. F. Aiken and Albert Crosby, and they had \$65,000 worth of pictures when the great fire came, and all their collection went up in smoke and ashes. The love of pictures is growing, however.

The other fact over which Chicago has recently experienced a thrill of local pride was the arrival of the Norwegian steamship Wergeland, which made the voyage from Bergen to Chicago without breaking cargo, except that a part of its freight was transported from Montreal to Kingston on lighters, the loaded steamship drawing a little too much water for that section of the St. Lawrence. Other vessels have arrived from foreign ports, but this was the first to make it direct from Norway with a regular consignment to Chicago. Her cargo consisted chiefly of herring and cod-liver oil, its value was \$35,000 and the lightering on the St. Lawrence added an even \$1,000 to the cost of the trip. Otherwise the voyage was a perfect success, and no trouble whatever was experienced in passing through the Welland canal.

It was a great day for the Scandinavians when the Wergeland arrived, and over 100 of their prominent men went out on a steamer to meet her. Many hundreds of others went on smaller craft. A vast crowd lined the river as the Wergeland came in, and while the multitude cheered, the Norse sailors and



their welcoming friends sang the old Viking songs, ending with the hymn, the refrain of which has been thus translated:

Yes, we love with fond devotion
Norway's mountain domes,
Rising storm-lashed o'er the ocean,
With their thousand homes.

The Wergeland, Captain Weise in command, left Bergen April 12 and arrived at Montreal May 8. In 1862 a Norwegian sailing vessel reached Chicago, but not direct; another came in 1863, and still another in 1866, but the Wergeland is the first steamer, and her consignment claim to have demonstrated that a direct trade is practicable and profitable.

J. H. BEADLE.

A Mother's Advice for Teething Babies.
So many little ones are dangerously sick from teething in the summer that I feel it my duty to say that my baby has cut six teeth without any trouble during the hot weather, the result of being fed with lactated food. I hope every mother will use it.

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WE TEACH ALL TO RIDE FREE. COM PETENT INSTRUCTORS FOR LADIES AND GENTLEMEN.
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